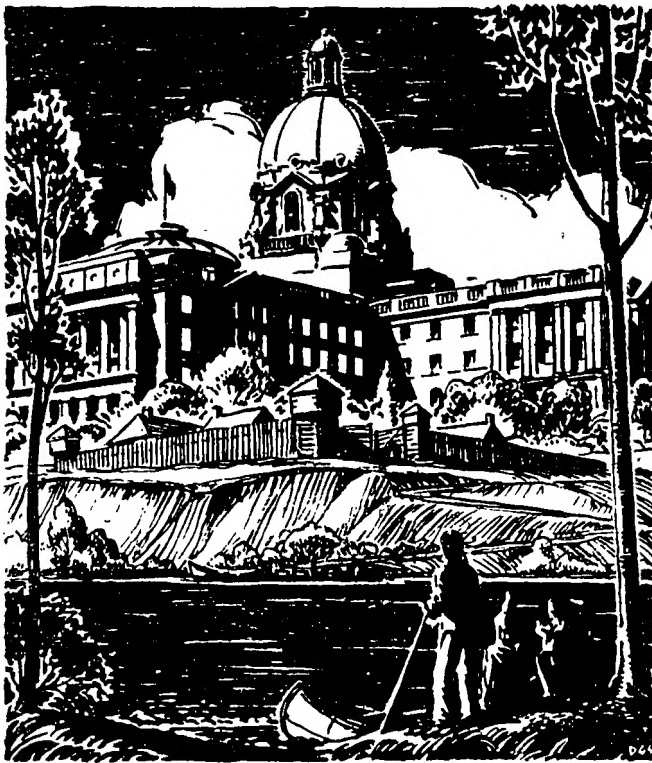


EDMONTON

Past and Present

A BRIEF HISTORY



by

W. EVERARD EDMONDS



To the Librarian,

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With the compliments of the
author, W. Everett Edwards.

11146 - 91st Avenue,
Edmonton.

First Printing, August, 1943
Second Printing, September, 1943
Third Printing, October, 1943

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By

W. EVERARD EDMONDS

Secretary of the Historical Society of Alberta

Printed by THE DOUGLAS PRINTING CO., LTD.

Published by the Author

Edmonton, Alberta
1943

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EDMONTON

« at DAWN »

*Silent the fortress on the hill,
Asleep the Indian camp below;
All peaceful lies the valley, still,
Save for the river's murmuring flow.*

*From out the stately fir trees tall,
Deseending low where birches gleam,
A band of shaggy bison crawl
In lingering line from hill to stream.*

*A coyote's ery, the soft Cree call,
The camp's awake, the day's begun;
By the yawning gate in the river wall
A creaking cart leaves Edmonton!*

* * * *

*I do but dream! Those days are o'er,
The fortress and the camp are gone;
The crowded street, the traffic's roar,
Proclaim a new day at its dawn.*

*Fair City of an Old World name,
To Thee the old and new are one;
May future ages crown Thy fame,
God send Thee fortune, Edmonton!*

W. E. E.



PAUL KANE'S PAINTING OF FORT EDMONTON



EDMONTON, THE CAPITAL OF ALBERTA AND GATEWAY TO THE NORTH

Foreword

"Edmonton—Past and Present" is the outgrowth of the author's "Brief History of Edmonton," published in 1921 for the use of schools and public libraries. That small brochure, compiled from three papers read before the Historical Society of Alberta by Professor Morden H. Long, the Hon. Frank Oliver, and the Rev. D. G. McQueen, D.D., is now out of print. The present work, revised and brought up-to-date, is designed to meet the needs of a wider public.

"For much new material, the editor is especially indebted to the Historical Society of Alberta. Its archives, as well as the files of the 'Edmonton Bulletin' and the 'Edmonton Journal,' have yielded a golden store. Thanks, too, are due the 'Toronto Star Weekly' and the 'Canadian Geographical Journal' for the use of extracts from their pages.

"Special mention must be made of the valuable help given by Mr. D. E. C. Campbell, Director of Publicity for the Government of Alberta, Mr. Reg. T. Rose, Secretary of the Edmonton Chamber of Commerce, and Mr. H. Brock Smith of the Hudson's Bay Company, Edmonton.

"The reproduction of Paul Kane's painting of Fort Edmonton was made possible through the courtesy of Mr. C. P. Wilson of the Hudson's Bay Company, Winnipeg, coupled with the special permission of the Royal Ontario Museum, Toronto. The cover was designed by an Edmonton artist, Mr. D. G. Sandilands of the Provincial Publicity and Travel Bureau, to whom the author desires to extend his warmest thanks.

W. EVERARD EDMONDS.

11146 91st Avenue, Edmonton,
July 1st, 1943.

THE PAST

"The memory of what has been."—WORDSWORTH.

History of Fort Edmonton

EDMONTON'S BEGINNINGS

EDMONTON'S early history goes back to 1795, the period when the Hudson's Bay Company and the North West Company were interlocked in a deadly grapple for the trade of the northwestern half of the North American continent. Their interests clashed most directly in the valley of the Saskatchewan and along that great river several rival trading posts were built. The two of greatest interest to us today were Fort Augustus, built in 1794, the property of the North West Company, and Fort Edmonton, the Hudson's Bay Company's post, built in 1795. These two posts were founded side by side, partly to watch each other, and partly for mutual protection against the warlike Indians of the plains. In 1821, when the two companies were united under the name of the older company, the name Fort Edmonton was retained, and that of Fort Augustus was dropped. Nevertheless, these two forts were the parents of the Edmonton we know today, though they were situated some twenty miles away from the site of the present city.

Old Fort Augustus and Fort Edmonton were destroyed by Indians about 1807 or 1808, and a little later, two new forts were erected farther up the river. Tyrell tells us that New Fort Augustus was built by James Hughes of the North West Company, and Edmonton by a trader named Rowand of the Hudson's Bay Company in 1808 at the foot of the high bank within the present city of Edmonton. Alexander Henry visited the New Fort Augustus in 1809, and the noted explorer's journal gives us a vivid picture of Edmonton in its infancy.

"We met a long string of Indians under march, mostly intoxicated; they called out to us for rum, but we went on till we come to the entrance of the strong woods, where the track brought us upon the bank in sight of the river, at a flat bottom on which were the two establishments."

Indian Horse Thieves

Edmonton on its present site was exactly one year old at the time of Henry's visit, and from his account we gather that horse thieving was a most popular Indian pastime, for on Oct. 31st he writes:

"This morning early, Drinking Bull, chief of the Bloods appeared on the south side, and called out to be crossed over, (to be ferried across in a boat kept by the company for that purpose). This was done. It was something uncommon for a great chief thus to come ahead without sending young men in for tobacco, but the cause was this: During the summer the tribe had formed a war party against the Crees, and crossed the river below this place, but failing in their undertaking, they desired to wreak their vengeance upon this establishment. Fortunately their tracks were discovered, and our people kept watch during the night. The fellows came near the fort, but seeing our people on their guard, they dared not attack us, and contented themselves with taking all the horses they could find—only twelve.

"Today was the first time since that affair that any of them had appeared here, and they were doubtful of their reception. The chief therefore came over alone and informed Mr. Hughes that he had brought back eight of the twelve horses; the other four, he said, were too lame to walk. But the truth was that these four were good buffalo hunters and the others cart horses. He got a severe reprimand, and soon after the whole band arrived consisting of about one hundred men. Rum was given them and they went to drink on the south side."

The turbulence of the Indians displayed itself next day, "The Bloods crossed," says Henry, "and began to trade, forty, principal men at our fort, and sixty at the Hudson's Bay. A band of Sarcees also crossed. Both parties finished trading and recrossed to the south side. They were much inclined to mischief, but observing everything prepared to give them a proper reception, they retired peaceably, though our neighbors were pillaged and nearly stripped by them on the south side."

The peril to the forts along the Saskatchewan arose partly from the fact that the river tended to be the debatable frontier between the Blackfoot Confederacy of Plains Indians to the south and the Crees who were dwellers in the forests to the north. As Henry says: "The frequent disturbances between the Slaves (Blackfeet) and the Crees cause a certain jealousy which they often wish to revenge on us, saying that we are more partial to one tribe than to the other." Thus that very central position, advantageous for trade because the forts were easily accessible to the members of both tribes, was really a source of danger to the traders.

Forts Here Abandoned

The spring of the following year, however, saw the next phase of Edmonton's early and precarious existence. In 1810 Hughes and Henry decided to abandon Fort Augustus, and Fort Vermilion some distance down the river, and to build a new post at a point somewhere between. The post chosen was the mouth of the White Mud river. The reason for the change, as Henry explains, was that White Mud or White Earth "being a more central place, will answer the same purpose as the two present establishments, and will save the expense of one of them. It will also draw all the Slaves (Blackfeet) to trade at one place, where we can better defend ourselves from their insults."

Apparently the Hudson's Bay Company officials shared in this decision, for we find that the migration to the new site and the erection of the new posts was carried on in close conjunction and even co-operation by the employees of the two Companies. Thus the same Blackfoot peril which had led to the abandonment of Old Fort Augustus for New Fort Augustus in 1808, now caused the desertion of the latter for New White Earth House in 1810.

Just how long the site of the present city remained deserted after its abandonment in 1810, it is difficult to say. It is possible that the family of David Thompson, the explorer, spent the winter of 1810-11 in the fort. In May, 1811, Alexander Henry, on his way down the river from Rocky Mountain House pitched his tent inside the old house. In 1814 John McDonald of Garth, returning from Astoria at the mouth of the Columbia entered Fort Augustus. In 1820, however, Dr. Richardson, the physician accompanying Sir John Franklin's expedition to the Polar Sea, travelled up the Saskatchewan as far as Carlton House, where he records in his journal the fact that "there are other provision posts, Fort Augustus and Edmonton, farther up the river." As Dr. Richardson wrote in 1820, it is probable that the posts were re-occupied in 1819 or even earlier.

Forts Rebuilt Here

Richardson did not actually visit Fort Augustus, and we are indebted to Alexander Ross, one of the pioneer fur traders of the Pacific slope for a picture of life in Edmonton more than a hundred years ago. Ross, who had decided to retire from trade, met Governor Simpson at Spokane House in 1825, and accompanied him back to Rupert's Land. The party had ascended the Columbia to Portage Point. Thence they had toiled across the Athabasca Pass to Rocky Mountain House; and then descending the Athabasca past Jasper House to Fort Assiniboine, they had there taken horse for Edmonton.

For four years now the strife of Nor'Wester and Hudson's Bay in the land was hushed. Rival posts had been amalgamated and there was now but one fort at Edmonton the name of the Hudson's Bay station having been retained. But it was a striking mark of the union which had taken place that while the Hudson's Bay name remained, the official in charge was Chief Factor Rowand, who had been a partner in the North West Company. "Fort Edmonton," says Ross, "is a large, compact establishment, with good buildings, palisades and bastions, pleasantly situated in a deep valley. An extensive and profitable trade is carried on with the warlike tribes of the plains." The fort here referred to is doubtless the old building halfway up the river bank, with which Old Timers are familiar, and not any mere restoration of the still older forts on the flats which had been abandoned in 1810. Of the man who ruled over this well set up and prosperous post Ross gives a pleasing picture. "Mr. Chief Factor Rowand, who has been long here is the chief man of what is called the Fort Saskatchewan district. By him we were received with open arms. Gentlemen in the service are in the habit of receiving all strangers, whether of high or low rank, with courtesy and affability. From motives of interest, also, all Indians visiting the establishments are welcomed with kindness and treated as children by the traders. Thus all these roving savages look up to Mr. Rowand as their common father and he has for more than a quarter of a century taught them to love and fear him."

Edmonton In 1825

That evening in honor of the presence of the governor, a grand ball was held which the entire population attended, arrayed in their best attire. For the affair as a whole, and for the ladies in particular, Ross has nothing but praise. "I had often heard the females of Fort des Prairies were celebrated for their attractions," he says, "and I must say that report had not in the least degree exaggerated their accomplishments. Modest and unassuming, they dressed well, danced well, and made a good show of fineries. In short, the whole affair was conducted with much good taste and decorum." As the annual boat brigade for York Factory, with which the party was now to travel, was not yet ready to depart, Ross had leisure to look about the fort, of which he leaves an interesting picture.

Even at this early day, thanks to the gifts for discipline of Mr. Rowand, Edmonton's population had assumed a moral, orderly, industrious character. "I had seen very few places in the country," says Ross, "where domestic arrangements, either within doors or without, were conducted with so much propriety as at this place. At almost every other post men and women are to be seen congregating together during the sports and amusements of the men. But it is not so here. I did not see a woman, old or young, married or single going about the place idle; all seemed to keep at home and to be employed about their own affairs. This reflects great credit upon Mr. Rowand and his family."

Ross notes also the agricultural activities of the fort. "Attached to this place," he says, "are two large parks for raising grain, and the soil being good, it produces large crops of barley and potatoes; but the spring and fall frosts prove injurious to wheat, which in consequence seldom comes to maturity."

Adjoining the cultivated fields was a race course some two miles in length. Here horse-racing, one of the chief summer sports of the establishments, was indulged in. Ross himself enjoyed a good gallop around the course on a steed of Mr. Rowand's, a chestnut sixteen hands high and very spirited. Many of the horses, he declared, for both size and muscle, were as fine animals as he had ever seen in the country.

After a delay of a fortnight for the travellers, the boat brigade for York Factory was now ready to start. It consisted on this occasion of twelve barges, roomy and comfortable, and propelled by oars. Each boat was capable of carrying a cargo of one hundred packets of 100 pounds weight each. The down cargo consisted in every case of the annual catch of furs, and the up cargo of supplies for the succeeding season's trade. The round-trip consumed on an average four and one-half months.

The annual departure of the boat brigade for York Factory must have been one of the chief events in the life of the little community of early Edmonton. The women folk, no doubt, would gather to bid the voyagers farewell. There would be much barking of dogs and running about of children. Perhaps on this occasion, too, in honor of the governor and to impress the natives duly with his importance, a salute would be fired from the diminutive cannon of the fort. At last all are aboard, and the boats begin to drift downward with the rapid current of the Saskatchewan.

There was another fur trading company whose history is linked with that of Edmonton. This was the X.Y. Company which came into existence some time after 1790, and was merged with the North West Company in 1804. The location of the X.Y. post cannot now be determined, but the original Hudson's Bay post within the present City limits was on the "lower flat," on the site at present occupied by the city power plant. The North West post was situated on the "upper flat," now the civic golf course near the westerly line of the Hudson's Bay reserve.

Union In 1821

The two rival trading companies were merged in 1821 under the name of the Hudson's Bay Company, which exercised rights of government as well as of trade under imperial charter. The union involved a great reduction of working forces, which, indeed, was one of its main purposes; but a large proportion of the former employees of the North West Company remained in the west. As Montreal was the base of the company's operations, its employees, drawn chiefly from Lower Canada, were largely of the French race and language. Those of the Red River district settled along the Red and Assiniboine rivers near Fort Garry and became the pioneers of agricultural settlement there; those of the Saskatchewan district settled at Lake St. Anne and Lac la Biche, respectively west and north of Edmonton.

The abundance of whitefish in these lakes assured a basic food supply, while the proximity of buffalo on the southerly plains gave further promise of food.

It will be noted that the Alberta capital has borne a number of names. The North Westers called it Fort Augustus, and Ross refers to it as Fort de Prairie or Fort des Prairies.

The name Edmonton, taken from the famous suburb in London connected with John Gilpin's ride, is however, the one applied to it by the Hudson's Bay Company.

Alexander Henry has made very clear to us that trading with the Indians at the fort had an element of danger in it, and so much was this appreciated by the Hudson's Bay Company that a loaded blunderbus was fixed on the trader's counter, in front of which the Indian fur seller was strategically placed for summary execution if he showed signs of creating trouble. "I visited the old store," says Hon. Frank Oliver, "on my arrival in Edmonton, and although it had not been used for ten years, one could easily see how business was conducted. All approaches to the store were directly in the line of fire so that the Indian had a pretty fair idea that he had better come to the purchasing counter peaceably inclined. Any other attitude on his part would have been indiscreet, to say the least."

The old fort below the present parliament buildings had an eighteen foot palisade around its four walls. This was supplemented by a gallery, rimmed with port holes. At each corner was a block house of two storeys, the upper one projecting sufficiently to prevent its being scaled by a hostile foe. In the front wall of this fort and facing the river was the big gate just wide enough for a team to drive through; a short distance from this was the only other gate, a small wicket, through which a man had to stoop in order to pass. In the store itself, the larger space was for the clerk, the smaller one for the customer.

Although Edmonton was abandoned for a time as a chief distributing centre by the Hudson's Bay Company, in favor of Fort Carlton, then a centre of the buffalo trade, it came back to its own in the days of river navigation in the early eighties. It was clearly proved then, as it has since been proved more than once, that Edmonton was the logical route to the great unknown north with all its boundless resources.

In 1869 the rights of the Hudson's Bay Company to "Rupert's Land" were transferred to the Dominion of Canada, and by the agreement of transfer the Hudson's Bay Company retained one thousand acres of land around each of their principal posts, including Edmonton. The rest of the country north of the North Saskatchewan became definitely the property of the Crown, that is of the people. The Hudson's Bay Company's reserve at Edmonton was surveyed in 1870; the area was about a mile from east to west with the post located on the river bank about midway between the boundaries. This survey gave a definite starting point at which private rights might begin.

Fifty Years Ago—"Mayor McCauley—When Edmonton became incorporated a year ago, her citizens showed excellent judgment in selecting as their standard bearer one who had been tried and not found wanting—Matthew McCauley. The election was by acclamation and since that day Mr. McCauley has presided as mayor over the young city of the north in a way which only one with the interest of the country at heart could. Like many other of Edmonton's successful business men, Mayor McCauley, as it were, walked into the country, and has seen the community grow from a small trading post to a wide awake city." (Toronto Globe.)

Fifty Years Ago—J. J. Duggan shipped 87 head of fat cattle to New Westminster on Tuesday. (Edmonton Bulletin.)

Fifty Years Ago—Horace Harvey of Toronto has entered into a law partnership with Peter McCarthy, Q.C. of Calgary. (Edmonton Bulletin.)

Edmonton, Village and Town

The Pioneer McDougall

Rev. George McDougall, a native of Ontario, who had ministered to settlements at Sault Ste. Marie and Norway House, was in charge of the Methodist mission at Victoria (now Pagan), 80 miles down the river, where a settlement had been formed of English-speaking half-breeds who had migrated from Portage la Prairie some years before and who because of their situation enjoyed easy access to the buffalo plains. When the question of property rights had been settled, first by the transfer to Canada, and then by the Hudson's Bay Company's survey of their property, he decided that the time had come for the establishment of a mission at Edmonton, which until then had no Protestant missionary.

In 1870 he staked two claims for the Methodist Missionary Society, the first adjoining the east line of the Hudson's Bay reserve and the second next adjoining it to the east. These claims overlooked the valley, about 200 feet above the river, and were most attractively situated. A series of nine claims were staked along the river bank easterly from the Hudson's Bay line, and were taken by the Methodist church, the Methodist mission, David McDougall, Colin Fraser, John Sinclair, Donald McLeod, James Rowland, William Rowland and Kenneth Macdonald. On the west side of the reserve Malcolm Groat staked his claim. As there was no one between him and the Rocky mountains he staked a mile square.

These claims, with the Hudson's Bay Company's reserve, occupy the area that about 1892 became incorporated as the town of Edmonton. The present city takes in a much larger area, but it may fairly be claimed that the staking of the claims mentioned was in effect the founding of the city. Of the claim holders Sinclair was an ex-officer of the Hudson's Bay Company; McLeod and Macdonald were ex-employees; Groat, also an ex-employee, was from the mainland of Scotland; Fraser and the Rowland brothers were sons of ex-officers of the Company; McDougall was a son of a missionary.

From Then to Now

Well-built houses of hewn logs and having shingled roofs were erected on each claim, and land was brought under cultivation, giving an air of civilized occupation in striking contrast to that of most other early western settlements. All lumber was sawn and all shingles made by hand. The church was built in 1871 entirely by voluntary labor; it was of logs, but sheeted inside and out with lumber sawn and dressed by hand.

When this settlement was made, St. Paul, 450 miles south west of Winnipeg, was the base of supply for Rupert's Land, and railroad extension north-westward from St. Paul had only begun. The mail packet from Winnipeg, 900 miles away, arrived twice during each winter by Hudson's Bay Company dog team. In summer there was no regular mail delivery; letters were carried by the kindness of travelling friends. There was of course, no telegraph. Portage la Prairie, 60 miles from Winnipeg, was the nearest established settlement

to the eastward. The Prince Albert mission and settlement established in the late 60's was only 500 miles down the Saskatchewan, but it was not on the regular route of travel. Under such conditions the town of Edmonton, although its diverse population was small in numbers and made up of various diverse elements, had prestige and importance as a centre and rallying point in the westward march of civilization that was of great value in the earlier years and that has been maintained ever since under all changes of circumstances.

The present Edmonton is a great railroad centre and the capital of the province as well as the seat of the provincial university. It is fair to believe that when the Rev. George McDougall staked the mission claims he visioned in some degree the future greatness that would follow the efforts then being made. The present city may fairly be accepted as a monument to his enterprise, his judgment and his timely activity. Edmonton did not just happen. Things happen because someone makes them happen. Edmonton grew between 1795 and the present date because from time to time there were people who made it grow.

Among those people who made Edmonton grow were the Hon. Frank Oliver and John A. McDougall, both of whom arrived in 1876. They were the first citizens to buy lots for business purposes. Mr. Oliver, in co-operation with the late Alex. Taylor, founded the "Edmonton Bulletin," which soon became one of the most influential newspapers in the West. Mr. McDougall was possessed of remarkable business acumen, and soon became one of Edmonton's leading merchants.

Undoubtedly there is no one man to whom Edmonton owes more than to the late Hon. Frank Oliver. As owner and publisher of the "Edmonton Bulletin"; as member of the North West Territorial Council; as member of the Dominion Parliament and Minister of the Crown, Mr. Oliver served his country and community faithfully and well, and in this day of "bigger things" we do well to honor his memory.

Edmonton's First Telegraph Line

Of the factors instrumental in changing that portion of the North West Territories, now comprising the Provinces of Alberta and Saskatchewan, from a vast wilderness to an organized group of settled communities, the construction of railways undoubtedly takes first place. Second only in importance was the building of a telegraph line by the Dominion Government from Winnipeg to Edmonton, a distance, by the route taken, of approximately one thousand miles.

For details concerning this line we are indebted to the late J. Stuart Macdonald, who was connected with the Dominion Telegraph service for fifty years, rising eventually to the position of General Inspector. In an interesting paper read before the Historical Society of Alberta, Mr. Macdonald related how the Government Telegraph line had been constructed in 1876 from Winnipeg to Battleford, and then on from that town to a point near Hay Lakes. No use was made of that portion of the line west of Battleford until 1877, when the chief contractor, Richard Fuller, entered into a contract with James McKernan to maintain the line from a point thirty miles west of Battleford to its western terminus. No office was opened at Hay Lakes, but Mr. McKernan, being an operator, frequently sent and received messages at that point.

At that time Edmonton was little more than a small village, but in 1878 its citizens petitioned the Government to extend the line from its terminus to the village, offering to

defray the cost of extension if the Department would establish an office. Mr. Fuller, the contractor, offered to supply the necessary wire free of charge. The offer was accepted and, under the supervision of Mr. McKernan, the extension was made, the Hudson's Bay Company contributing the poles and most of the labor.

The line was completed in 1879, and an office was opened in a building opposite the Fort, owned by Walters and Irvine, the late Alex. Taylor being the first operator. Mr. Taylor held that position until 1880, when he was succeeded by George Slack Wood. Mr. Wood held the position for three years, when he resigned and left the country, re-appearing in 1885 as operator with General Middleton's Force. Mr. Taylor took over the duties of operator again, and remained in that position for several years before entering business.

Upon completion of the line to Edmonton, the tariff was fixed by the contractors on the basis of \$3.00 for ten words, Edmonton to Winnipeg, \$2.00, Battleford to Winnipeg, and \$1.00 Edmonton to Battleford. The press rate was half a cent per word, and the wire was used freely by both the Battleford "Herald" and the Edmonton "Bulletin."

Edmonton School District No. 7

When the Rev. D. G. McQueen arrived in Edmonton in 1887, the population numbered about one hundred and fifty, and the stage between Calgary and Edmonton ran only once a week. It would leave Calgary on Tuesday and, barring accidents, would reach Edmonton on the following Friday.

Besides attending to his duties as a minister of the gospel, Dr. McQueen was for some years inspector of schools in the Edmonton district. The first school in Edmonton had been opened in 1881, but it was not until 1885 that Edmonton Public School District No. 7 was legally constituted by an Act of the Legislative Council of the North West Territories, making it the oldest school district in the Province.

The organization of Edmonton's first school in 1881 was purely voluntary, the first trustees being Matthew McCauley, William Rowland, and Malcom Groat. Mr. McCauley was chairman during the first three years, as well as for the five years following legal organization. The Hudson's Bay Company donated, as a school site, four lots where McKay Avenue School now stands. The money for the building was raised by private subscription.

The salary of the first teacher was also paid by voluntary subscription. He was a Mr. Jack Harris, an American, who had come to Edmonton from the Southern States. Mr. Richard Secord, later a member of the pioneer firm of McDougall and Secord, was the first teacher under the new organization. William Carson succeeded Mr. Secord in 1886, and James Martin taught from 1887 to 1890.

In 1901 the first steps were taken towards the building of a new school, Queen's Avenue School. Many citizens declared that the School Board was crazy to build a school so far out in the bush. Now it stands in the heart of the city, within a stone's throw of the Canadian National Railway station, the railway company using it for offices. The present Queen's Avenue School is a block farther north.

Other Edmonton schools are not without their historical significance. In 1906 the first session of the Legislature of the Province of Alberta was held in the McKay Avenue

School. In October, 1908, the University of Alberta held its first classes in the upper rooms of the Queen Alexandra School. At the beginning of 1909, these classes were transferred to the Strathcona High School where, on his last visit to Edmonton, Lord Strathcona received the degree of Doctor of Laws.

Some Distinguished Visitors

Edmonton has had, indeed, many distinguished visitors. In 1841 Sir George Simpson visited Edmonton, and was welcomed by eight Blackfeet Chiefs: who implored him to "grant that their horses might always be swift, that the buffalo might instantly abound, and that their women might live long and always look young." Edward Ermatinger, the trader; David Douglas, the botanist, after whom the Douglas fir is named; Father Thibault, the first Roman Catholic missionary to carry on permanent work in Alberta; Robert Terrill Rundle, the first Methodist missionary—all of these visited Fort Edmonton.

Robert Rundle made the Fort his headquarters from 1840 to 1848, and this brief entry in his diary or "Journal" records his first impression of his new field of labour:

"October 17th, 1840—"We expected to reach Edmonton early in the day, but did not arrive till about half past one on Sunday morning. Mr. Rowand, gentleman in charge, at home. . . Agreeably surprised with Edmonton, the finest part I have seen in the country."

Paul Kane, the distinguished Canadian artist, was a visitor during the winter of 1847-1848. Not only has he left us an exquisite painting of the Fort, but he has given a delightful description of the festivities on Christmas Day, 1847. He writes:

"On Christmas Day the flag was hoisted, and all appeared in their best and gaudiest style, to do honour to the holiday. . . . About two o'clock we sat down to dinner. Our party consisted of Mr. Harriett, the chief, and three clerks, Mr. Thebo (Thibault?), the Roman Catholic missionary from Manitou Lake about thirty miles off, Mr. Rundell (Rundle), Wesleyan missionary, who resided within the pickets, and myself. . . .

"The dining-hall in which we assembled was the largest room in the fort, probably about fifty by twenty-five feet, well warmed by large fires, which are scarcely ever allowed to go out. The walls and ceilings are boarded, as plastering is not used, there being no limestone within reach, but these boards are painted in a style of the most startling barbaric gaudiness, and the ceiling filled with centre-pieces of fantastic gilt scrolls, making altogether a saloon which no white man would enter for the first time without a start, and which the Indians always looked upon with awe and wonder."

In 1858-59 Captain John Palliser and Dr. James Hector of the Palliser Expedition visited the Fort in order to secure guides to lead them across the Rocky Mountains in their search for a railway pass. Lord Southesk visited Edmonton in the course of a hunting trip he made to the Rockies. In 1862-63 Lord Milton and Dr. W. B. Cheadle visited Edmonton on their way to Caribou. Sir William Butler, whose book, "The Great Lone Land," published in 1872, and now regarded as a classic, was another distinguished visitor. Describing his trip westward in 1870, Sir William wrote:

"As we journeyed on towards Edmonton, the country maintained its rich and beautiful appearance, and the weather continued fine and mild. Everywhere Nature had written in unmistakeable characters the story of the fertility of the soil over which we rode—everywhere the eye looked upon panoramas filled with the beauty of lake and winding river and grassy slope and undulating woodland. The whole face of the country was indeed one vast park. For two days we passed through this beautiful land, and on the evening of the 20th of November drew near to Edmonton."

The Rebellion of 1885

The year 1885, which marked the establishment of the Edmonton School District, was signalized by the outbreak of the North West or Saskatchewan² Rebellion. Though the Rebellion lasted only three months, it carried with it the most serious possibilities. There was tragedy enough in what actually occurred, but the tragedy would have been much greater had the authorities minimized the dangers of the situation, or had the need for an adequate military force not been so promptly and efficiently met.

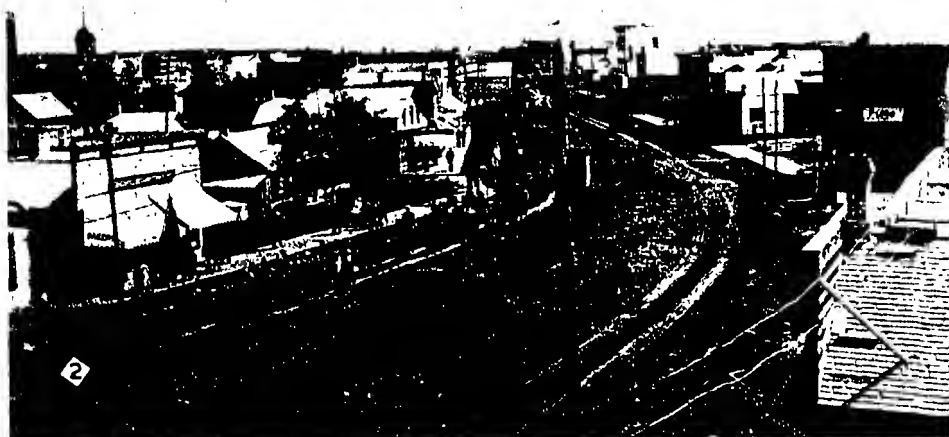
Edmonton's relation to the Rebellion has been recorded in two excellent papers read before the Historical Society of Alberta, one being contributed by Major-General Hon. W. A. Griesbach, C.B., C.M.G., D.S.O., V.D., K.C., and the other being given by Colonel F. C. Jamieson, V.D., K.C. Major-General Griesbach's paper was entitled "Early Recollections of the Saskatchewan Rebellion," whilst that of Colonel Jamieson, later published in pamphlet form by the Canadian North-West Historical Society, was entitled "The Alberta Field Force of '85."

Major-General Griesbach was seven years old at the time of the rebellion, his father being Superintendent of the Mounted Police, with headquarters at Fort Saskatchewan. After referring to the causes of the outbreak, the disappearance of the buffalo, the restlessness of the half-breed population, the restrictions of horse-thieving along the border by the police, and the dread aroused among the half-breeds by the advent of government surveyors, Major-General Griesbach spoke of Riel's return to Canada in 1884 as perhaps the most serious of all. Meetings were held at Prince Albert and Duck Lake, and in March, 1885, Superintendent Crozier, then in charge of the Mounted Police at Fort Carlton, wired a message to Regina that led to Superintendent Irvine setting out a few days later for Prince Albert.

Battle of Duck Lake

"The first battle occurred at Duck Lake on March 26th, when Superintendent Crozier with about a hundred men—Mounted Police and Prince Albert volunteers—met a rebel force two or three times as strong. It was a desperate skirmish and the killed outnumbered the wounded. No wonder the white population throughout the West began to show signs of alarm. Superintendent Griesbach in his report, states that in March he began to strengthen the fortifications of Fort Saskatchewan, digging a well inside the fort, and building a new stockade. On April 7th a courier brought news of the Frog Lake massacre, and by April 12th, 30 settlers and 79 women and children had come in for protection.

"On April 7th, Superintendent Griesbach came to Edmonton. A meeting of the citizens was held and a volunteer company was formed and mustered into service on April 8th. The company was commanded by Major Stiff, and the muster roll contained—with some slight errors and omissions—the following names: Major Stiff, W. G. Ibbotson, Jack Peacock, Jack Looby, T. G. Lauder, Jas. McDonald, Luke Kelly, Dan Fraser, Jim Goodridge, Jas. Petrie, D. Osborne, Malcolm Groat, Matthew McCauley, Jim Kelly, Thos. Hourston, Fred Sache, Ed. Looby, Geo. P. Sanderson, Jack Thurston, Rory McCrae, Jack Blair, Bill Wolfeley,



(1) JASPER AVENUE (1890)

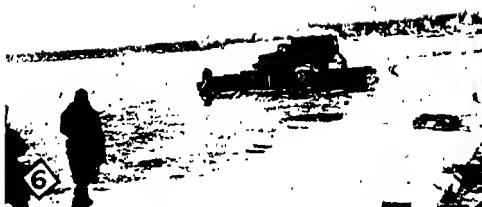
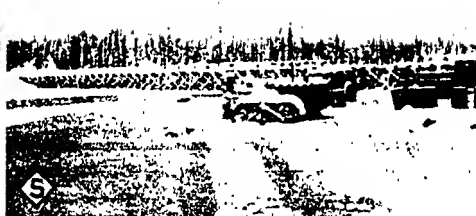
(2) JASPER AVENUE (1896)

(3) JASPER AVENUE (1943)



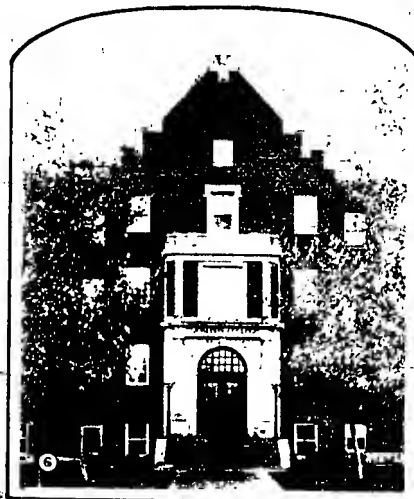
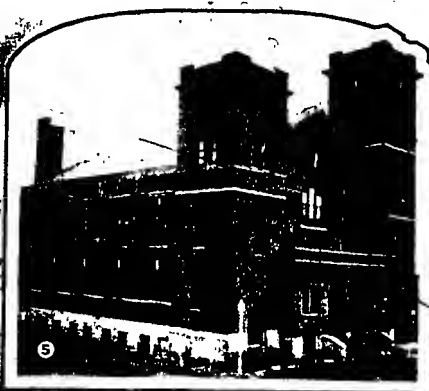
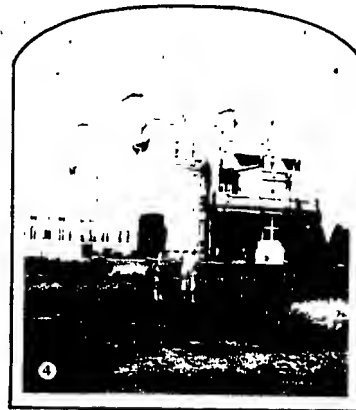
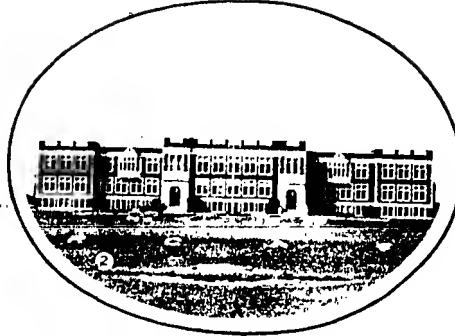
PROMINENT CITIZENS AND PIONEER AIRMEN

(1) Mayor John W. Fry; (2) The Late Hon. Frank Oliver; (3) Major-General Hon. W. A. Griesbach; (4) C. H. Dickins; (5) W. R. May; (6) Grant McConachie; (7) C. C. Becker; (8) C. M. G. Farrell; (9) H. Hollick-Kenyon; (10) W. Leigh Brintnell; (11) Stanley R. McMillan; (12) A. M. Berry; (13) Ted Field



ALASKA HIGHWAY OFFICIALS AND SCENES

(1) Brig.-Gen. L. D. Worsham; (2) Brig.-Gen. J. A. O'Connor; (3) Col. Dale V. Gaffney; (4) Convoy for Alaska, (5-6-7-8-9) Alaska Highway Scenes; (10) The Starting Point.



SOME EDMONTON PUBLIC BUILDINGS

(1) Macdonald Hotel
(4) Government House

(2) Edmonton Normal School
(5) McDougall Church

(3) Arts Building, University of Alberta
(6) St. Joseph's College

Jack Beldin, 'Col.' Osborne, J. Mowatt, Kenny MacDonald, Alex. Taylor, W. R. West, W. Fielders, J. Calder, John Sinclair, Jas. Kirkness, J. Gullion, Geo. Gullion, John Fraser, Pat. Byrne, Jas. Ross, Tom Stewart, Tom Henderson, Donald Ross, Jeremiah Knowles, Dr H. C. Wilson, Dentist Wilson, K. A. McLeod, Malcolm McKinley and Magnus Anderson.

Ready For Action.

The men were given arms, and the fort guns, two brass four-pounders, now on the Exhibition Grounds, were made ready for business.

The Alberta Field Force, organized by General Strange, comprised three units—the 65th battalion, the Winnipeg Light Infantry, and Steele's Scouts. On April 20th, General Strange left Calgary for Edmonton with the 65th, numbering 160 men under Colonel Hughes; 60 Steele Scouts, under Major Steele, and 175 wagons and carts. This column reached Edmonton on May 1st. The Winnipeg Light Infantry arrived on May 10th, and on the same date, detachments of the 65th were detailed for service at Battle River, Peace Hills, Red Deer, Edmonton and Fort Saskatchewan."—

Years later, in his memoirs, General Strange described his first sight of "the scattered little town of Edmonton peeping through clumps of pine and poplar, the blue sky and brilliant sunshine gilding the grey old stockades of the Hudson's Bay Fort, with its quaint bastions and buildings crowning the steep banks over the broad, swift sweep of the Saskatchewan."

After crossing the river on John Walter's ferry, the little army was formed up, and ascended the hill to the South gate of the Fort, where a salute was fired from the Company's two brass cannon, served by the Edmonton Home Guard. The "Guard" who had "held the fort" were disbanded, and were publicly thanked by the General for their services.

Alberta Field Force

The tastefully designed memorial, which stands on the second terrace at the south end of the Provincial Administration Building, commemorates the part played by the band of men known as the Alberta Field Force. This monument, erected by the Historic Sites and Monuments Board of Canada, was unveiled with appropriate ceremonies by the Hon. W. L. Walsh, Lieutenant-Governor of Alberta, on October 8th, 1932. The inscription reads:

"North West Rebellion, 1885. The Alberta Field Force under Major-General Thomas Bland Strange, comprising detachments of the North West Mounted Police, Alberta Mounted Rifles, Steele's Scouts, 65th Carabiniers Mont Royal and Winnipeg Light Infantry, advanced from Calgary via Edmonton using wagon and boat transport and engaged the Indians under Big Bear, near Frenchman's Butte, and at Loon Lake.

"The operations of this force averted the danger of an Indian uprising in Alberta."

As the Hon. Frank Oliver has said in his preface to Col. F. C. Jamieson's interesting monograph: "While the suppression of the outbreak has not a large place in military history, it was neither small nor unimportant to the persons immediately concerned, nor to the country for which it definitely marked the supremacy of constituted authority. Lives

were sacrificed—and offered for sacrifice—in 1885, with motives as high as those which governed men in the Great War. The occasion of this sacrifice is well worthy of being kept in remembrance."

The Klondike Gold Rush

The Klondike gold rush of 1898 helped to swell the population of Edmonton, for whilst the great majority of goldseekers went into the Yukon by way of the Pacific Coast, a considerable number tried to reach Dawson by the Inland Route, and Edmonton at that time was the end of steel. The only link by rail with the outside world was the Calgary and Edmonton Railway, a branch line of the C.P.R., constructed in 1891. Its northern terminus was on the south side of the river and it was not until the High Level Bridge was built in 1912, that the long awaited C.P.R. reached the heart of the city. The Canadian Northern, now a part of Canada's National Railways system, also showed its faith in Edmonton's future by entering the city in 1915.

In 1912 Edmonton and Strathcona, two rival cities, with the Saskatchewan flowing between them, sank their differences and united to form Greater Edmonton.

In a brief but interesting paper read before the Historical Society of Alberta, Mr. J. K. Macdonald, K.C., recalled some of the many amusing incidents that occurred in Edmonton in connection with the famous gold rush. He described the party headed by a genial Irishman ("Lord 'ave one more," to his associates) who brought with him enough liquid refreshment to supply a whole desert regiment. He recounted the adventures of the "I Will Sleigh Co.," which built four huge cars to be linked together, only to find that they would not budge.

Then there was the story of Bruno Fabian, who built a galvanized iron boat, or rather two boats, with runners under one of them to be used as a sledge to draw the other. This contraption, said Mr. Macdonald, was left in the back yard where it was built.

Hardly more successful were the efforts of "Texas" Smith. "Texas" built a primitive tractor out of three heavy barrels filled with supplies. The barrels were fitted out with axles, and there was a platform above. Mr. Smith's ingenious invention got as far as St. Albert.

From the files of "The Bulletin," Saturday, May 23rd, 1885—

Rev. John McDougall left for the east with the flatboats last week.

Freighters are asking from six to ten cents a pound from Calgary.

The thirst dance of the Indians at Riviere Qui Barre is to commence on Wednesday next.

General Strange left Victoria on Wednesday with troops and supplies, expecting to meet Big Bear near Saddle Lake.

T. Hurston left on Saturday last for Calgary, with a train of 21 carts, to return with freight for Norris and Carey.

Stage arrived on Tuesday evening early with a heavy mail and one passenger, Mr. Lawrence, of Kingston, Ontario.

No. 1 company of the 65th which was stationed at the crossing of the Battle river, in the H.B. store, has removed to the Leaving.

Fifty Years Ago—Oats are selling for 25 cents track and 22 cents cash. (Edmonton Bulletin.)

Fifty Years Ago—C. Henderson killed a bear last week near the Sturgeon river. (Edmonton Bulletin.)

Site of Fort Edmonton Marked

An impressive ceremony took place near Fort Saskatchewan on August 8th, 1927, when the site of Fort Edmonton, abandoned in 1807, was officially marked.

"Fort Augustus,
Fort Edmonton.

On the river flat below stood Fort Augustus, established by the North West Company in 1794; Fort Edmonton, established by the Hudson's Bay Company in 1795.

Rivals in trade, allies in danger, these companies carried the flag and commerce of Britain by way of the great rivers from the shores of the Atlantic Ocean and Hudson Bay to the Pacific and Arctic Oceans.

These posts were abandoned in 1807."

This is the inscription on the cairn that commemorates the coming of civilization to this part of the Canadian West. It stands by the roadside on the north bank of the river about a mile below Fort Saskatchewan. The unveiling ceremony was performed by Lieutenant-Governor Egbert, those in attendance numbering several hundred. The speakers in addition to His Honor, included Judge F. W. Howay, of New Westminster, Western representative of the Historic Sites and Monuments Board of the Dominion, which erected the cairn; Chief Factor James Thomson, of the Hudson's Company, Winnipeg; A. H. Gibson, of Fort Saskatchewan, and Hon. Dr. A. C. Rutherford, ex-premier of Alberta, who presided.

Historic River

Pointing to the river that lay below, Judge Howay recalled those who had passed along it from the earliest days. Great figures among the explorers and traders who first penetrated this country were mentioned and the claim that each of them had to be well remembered by the present and coming generations. The Saskatchewan was one of the most romantic streams in Canada, and in this respect could fairly be compared with the St. Lawrence. The West was waiting for a Sir Walter Scott, who would weave out of its historical material another set of Waverley novels. The spot at which they were assembled that afternoon had huge significance in the annals of Alberta, for it marked during a considerable period the uttermost point of advance in the occupation of the West by the white race.

British Territory

Chief Factor Thomson referred to the part that the Company which he represented had taken in establishing these provinces as British territory. It was still committed to them to the full extent of its capital, and saw immense development before them. He was an old-time Albertan himself, having come to Calgary in 1885. Two years later he established a record for buckboard travelling between that place and Edmonton that had never been excelled. Leaving at six o'clock one morning, he reached his destination thirty-six hours

later. The cairn was being unveiled on a site that deserved to be remembered. But there were many other such monuments that should soon follow. There was that to his personal friend, Father Lacombe, at St. Albert, and also those to commemorate Hearne's voyage to the Coppermine River and Mackenzie's to the Arctic and to the Pacific.

Forts Located by A. H. Gibson

The uncovering of the tablet followed. As the Lieutenant-Governor pulled the string a bugle call was sounded that echoed away into the distance over the valley. His Honor paid a strong tribute of admiration to those who had founded these posts in the heart of what was then a wilderness and to all the early pathfinders. The number of Scottish names among them reminded him of how much we owed in Canada to the sons of that country. They had a very high place in the ranks of our nation-builders.

The work of determining the exact location of the forts had been undertaken for the most part by Mr. Gibson. His investigation was a thorough and extended one. In his address he described in detail the material on which the findings that have been endorsed by the Historical Society of Alberta and the Federal Board were based. The two forts that were erected within a year of one another on the flat were about a gunshot apart. Fort Augustus was immediately opposite the cairn, its site being indicated by a flag placed in the trees. Fort Edmonton was to the east. A third fort without a name was established shortly afterwards on the high bank to the west of Augustus. It was that of the "X. Y." Company, of which Sir Alexander Mackenzie was a member.

Historic St. Albert

No record of Edmonton's past would be complete without a reference to one historic spot so near that it may be considered almost a suburb of the city today. About nine miles northwest of Edmonton lies the little French village of St. Albert, one of the oldest Roman Catholic missions in Western Canada. Beautifully situated on the Sturgeon River, it was founded by Bishop Tache and Father Lacombe in 1861. Today a beautiful statue of Father Lacombe stands on the brow of the hill overlooking the picturesque valley below.

"Hill of Memories" was the French name for the settlement, according to Rev. Brother Memoriam, former Rector of St. Joseph's College, whose informal talk, "Indoors and Out at St. Albert," was one of the most interesting addresses ever given before the Historical Society of Alberta. Father Lacombe built the first bridge west of the Great Lakes, said Brother Memoriam, and it was over this bridge that Milton and Cheadle travelled when they made their memorable trip across Canada in 1862-63. Father Lacombe also built the first grist mill west of the Red River in 1861.

Long the focal point of religious life in Northern Alberta, the little log cathedral (now a museum) was the first church built west of the Red River Settlement. The second cathedral burned down, and a parish church was erected in its place, the seat of the Diocese being moved to Edmonton in 1912. The Mission House was built by the Oblate Order, and the School and Orphanage date back to 1863.

The bodies of Father Grandin, Father Lacombe, and Father Leduc lie in the crypt. The cemetery contains the mortal remains of Brother Alexis, murdered by Iroquois in 1874;

Fathers Fafar and Marchand, killed in the Frog Lake massacre, in 1885; Father Lestanc, who saved the life of Col. Boulton and tried to prevent Riel from shooting Scott during the Red River Rebellion; and Fathers Leroix and Rouvier, murdered by Eskimos in the Far North

The museum, a centre of attraction for tourists, contains such interesting relics as Father Lacombe's catechism, an old crucifix taken from the church at Batoche, six oil lamps that once lighted the catacombs in Rome, books by Father Grandin, and a chalice of Bishop Grouard. There are also many interesting Indian and Eskimo curios.

How Edmonton Was Named

There is a tradition that Fort Edmonton was built by a Hudson's Bay Company officer named Sutherland, assisted by a clerk named Pruden, and that the latter gave it the name of his home town, Edmonton, a suburb of London. In a letter to our City Clerk, dated May 20th, 1941, Mr. C. P. Wilson, editor of the Hudson's Bay Company's excellent quarterly, "The Beaver," disputes the authenticity of this tradition. Mr. Wilson writes: "Our archivist in London has shown that John Peter Pruden had nothing to do with the founding of Fort Edmonton. It was founded by William Tomison, and probably named after the place of residence of the Deputy Governor, Sir James Winter Lake."

There the matter stands; but it well illustrates what a fruitful field there is for research on the part of local historical and folklore societies on which the conclusions of the historian are largely based. As, therefore, we turn the page which separates Edmonton Past from Edmonton Present we would do well to ponder these words from the pen of one of Canada's worthiest sons—a great teacher and a distinguished scholar, the late Sir George Parkin:

"A young country does well to take careful note of all that is best in its past. The figures in the history may or may not be of heroic stature; the work done may or may not be on a grand scale. But it is foundational work, the significance of which grows with the lapse of time. Fortunate the State which, looking back upon its early builders, finds their characters stamped with the unquestioned hallmark of truth and honor—finds their actions controlled by clear purpose and high principle. As an example and an inspiration, the memory of such builders cannot be too carefully preserved or too closely studied."

THE PRESENT

"The march of the Encroaching City."—LONGFELLOW.

The Alaska Highway

The year 1942 marked a new epoch in the history of Edmonton and its great northern hinterland. This was brought about by the building of the Alaska Highway, a project which the Right Hon. Malcolm Macdonald, British High Commissioner to Canada, has called "the greatest piece of road-building ever undertaken by man." Beginning at Dawson Creek, B.C., the terminus of the Northern Alberta Railways line, 400 miles northwest of Edmonton, the road runs by way of Fort St. John, Fort Nelson, Watson Lake and Whitehorse to Fairbanks, Alaska, a distance of approximately 1,600 miles.

Road-building is no easy task at best, yet, under the severest climatic conditions, the road to Alaska was built in record time. The first surveyors reached Dawson Creek on March 19th, 1942, and began work the next day. The Highway was officially opened at Lake Kluane, near the Alaska border, on November 20th, exactly eight months later. In the words of U.S. Secretary of War Stimson: "Ten thousand soldiers divided into seven army engineer regiments and six thousand civilian workmen under the direction of the Public Roads Administration completed the job at breakneck speed. They pushed forward at the rate of eight miles a day, bridged two hundred streams and rivers, and laid a roadway twenty-four feet wide.

This summer the Alaska Highway will be turned into a permanent year-round road, Brig.-General James A. O'Connor, officer commanding the Northwest Service Command of the U.S. Army, announced recently. "The pioneering phase of the project is ended. The task now is to improve, maintain, and develop the 1,630 miles of road which were constructed from March until November of last year. By November, 1943, we plan to have an all-year highway, a road which will serve in-practically any kind of weather conditions."

Highway Officers

Among those who deserve credit for the successful completion of this gigantic project, present limitations of space forbid the mention of more than one or two. At first all road construction was under the command of Brigadier-General William H. Hoge, a well known military engineer, who had won the Distinguished Service Medal in the First Great War.

Later, the road was divided into two sections. Brig-General Hoge continued in charge of the building of the northern section, whilst the southern section was placed under the supervision of Brigadier-General James A. O'Connor. Brig-General Hoge remained in the north until August, 1942, when he returned to the United States to head a combat division of engineer troops.

In September the U.S. War Department established the Northwest Service Command to have charge of the construction, maintenance and operation of all land transportation to Alaska. Brig-General O'Connor was named as commanding officer.

Brigadier-General L. D. Worsham, Division Engineer for the U.S. Army Corps of Army Engineers has his headquarters in Edmonton.

Edmonton, too, is the headquarters of Col. Dale V. Gaffney, who recently succeeded Col. Thomas L. Mosley as officer commanding the Alaskan Wing of the U.S.A.A.F. Air Transport Command. Col. Gaffney is in charge of all air transport from Edmonton to the Aleutians.

Friends and Allies

A happy illustration of the good feeling existing between Edmonton citizens and the many Americans who have come in during recent months was furnished by the joint observance of Dominion Day and Independence Day, on Friday, July 2nd. The celebration, sponsored by the Edmonton Chamber of Commerce, was marked by two memorable functions, a dinner at the Macdonald Hotel at six o'clock, and a mass meeting at the arena in the evening.

The dinner was attended by 250 persons, half of whom were United States officers and Northern Project officials. The honoured guest was Governor Ernest Gruening of Alaska, who expressed his deep appreciation of the hospitable welcome received here.

Following the opening address by R. H. Settle, President of the Chamber of Commerce, who presided, there were addresses by H. W. E. Riley, representative here for the U.S. War Production Board, and Mayor Fry, who extended civic greetings. The last speaker was Governor Gruening.

Among those at the head table, in addition to the speakers, were: Hon. J. C. Bowen, Lieutenant-Governor; Hon. Horace Harvey, Chief Justice of the Supreme Court of Alberta; Premier Ernest Manning, Rt. Rev. W. F. Barfoot, Anglican Bishop of Edmonton; Brig.-Gen. J. A. O'Connor, of Whitehorse, officer commanding the U.S. Northwest Service Command; J. S. Bright, district engineer for the U.S. Public Roads Administration.

Mayor Fry's Welcome.

Mayor Fry said the gathering was unique in the life of Edmonton, and marked the joint observance of Dominion Day and Independence Day. The Mayor recalled that 76 years ago, when the Fathers of Confederation planned the Dominion, there was sparse settlement on the western plains, and Edmonton was a trading post on the banks of the Saskatchewan River. The construction of a railway from the Atlantic to the Pacific was undertaken and men persevered to achieve success, despite many difficulties. Paying tribute to these western builders, the speaker said the West now is a great granary and highly productive area. Now a great roadway had been built, not east and west, but north and south. In consequence, people were bound to think of the great days of reconstruction after the war is finally won.

"Today Alaska is very near. It is a great honor to have Governor Gruening come here and I hope this is the forerunner of many more such visits," said the Mayor.

Mr. Riley said the total mobilization of the resources of this continent and the defence of national borders has "precipitated a great number of us, your American cousins, in your community. You have received us graciously and opened your hearts, homes and resources to us. Please remember that we are still your American cousins, and not an army of occupation."

Governor Gruening's Great Speech

In his address, Gov. Gruening, extolled the concord and amity existing between Canada and the United States for generations "which elsewhere on earth have seen bloody strife between other nations."

"The longest boundary in the world that separates two peoples has become a token of how little such a boundary may be a barrier to friendly intercourse and how much it may come to represent a common bond.

"In the face of common peril and purpose that boundary virtually has disappeared. The crisis of war has linked us more intimately and more inseparably than ever before for the maintenance of our freedom. It is the same freedom for both of us.

"It is in fact the existence of priceless liberties in our two countries, our deep devotion to those liberties, our determination to maintain them at all costs and our present united enterprise to achieve that end, that underlies our joint holiday celebration today.

Gov. Gruening pointed to the 1,500 miles of Canadian-Alaskan boundary as supplementing the 3,000-mile Atlantic-Pacific boundary.

"The revived Alaskan-Canada boundary has come to life in the course of our joint war against a common enemy. The signs of this are traffic, and there's lots of it. That's what is happening on our boundary, it will continue to happen in ever-increasing tempo."

The Alaska highway was dreamed of, the Governor continued, but it required the war in the Pacific to bring it into being. "It was war, the great destroyer, that proved to be the great constructor."

"This war is providing the great Northwest with invaluable material improvements, penetrating its natural fastness at a pace never attainable in peace.

"Let us firmly determine that we shall utilize wisely this fortuitous and accidental concomitant of the Second World War against barbarism. And just as we now are the joint defenders of this great northwestern bastion, let us highly resolve that in years to come our co-operative trusteeship of this new found geographic and economic empire will be intelligent and far-sighted. Let's make it a model of studied, ordered and enlightened development."

New World Thoroughfare

"Already the new Northwest Passage—the Alaska military highway—has become a thoroughfare, first of the air, then of supply for the airmen. It already has contributed materially to our counter-offensive in the Aleutians, and we may safely assume that the highway's contribution will increase in that direction. Only in the realms of good neighbors could so gigantic a project have been authorized and pushed through to completion in so short a period, and with such an accompaniment of universal co-operation and goodwill. Like our undefended boundary, the Alaska highway is more importantly a triumph of international relations, another dramatic witness to our best neighborliness.

"The Pan-American highway construction is making great progress, and it should before long be possible to drive from Anchorage to Buenos Aires, the route which Hon. James A. MacKinnon feels will eventually lead into Asiatic Russia and to the Orient itself.

Links Five Continents

"Some day it may even be possible to drive from Buenos Aires to Capetown, via Edmonton, and Fairbanks across the width of Asia and down the length of Africa, linking all five continents.

"The Alaska highway is a communications artery for thought and expression. It already is possible to telephone by an overland direct line from Whitehorse to Washington and to any other point now in our continental telephone system.

"Soon these telephone connections will be extended to Fairbanks and Skagway, and to other communities.

"When an airplane comes out of the heart of European Russia to Fairbanks or Edmonton, a great event in the annals of travel and transportation has occurred. It means we of North America are looking North rather than along the traditional route across the North Atlantic. It means a new great land route across the roof of the world is emerging. Edmonton, Alberta, Fairbanks, Alaska, will be among the important junction points in that route—junction points of air, highway and rail transport.

"In this coming episode we neighbors will be struggling shoulder to shoulder as we are today. We shall work with, and not against each other. Our comradeship, ripened in the long years of peace, its bonds tightened in the stress of war, will simplify our common problems. For liberty is our aspiration, and friendship our destiny—and in time they shall inherit the earth."

Great Democratic Laboratory

Lieut.-Governor Bowen, in his address, described the relationship of Canada and the United States as a "great laboratory experiment in democratic government."

"We have a common principle of government, and we also are bound by the respect for each other, and our adherence to the principle of liberty which is our heritage and on which our two great nations were built," he said.

The joint celebration of Dominion and Independence Days, the Governor said, "is symbolic of the relationship which must bind us together more closely as we unite in building a new world of vaster visions and broader horizons."

Gen. O'Connor declared "the Alaska highway could not have been possible without the teamwork and understanding that have existed between the peoples and governments of the United States and Canada."

"A great deal of history has occurred since your first prime minister, Sir John A. Macdonald, brought about confederation in 1867. If the construction of the Alaska highway has been one of the bright chapters in that book, all of us owe a debt of gratitude to the

past generations of Americans and Canadians who have carried on a friendship which has become traditional. Let us continue to be worthy of the legacy they have left in our trust," he urged. •

Gen. Worsham speaking to the Canadian-American audience asserted that between Canada and the United States "there is jealousy on the part of neither, and mutual respect on the part of both."

Likening the friendship between Canada and the United States to the hockey games between Royal Military College, Kingston, and West Point, where in 20 years not a single foul has been called in any game, Gen. Worsham said "that friendship now is being submitted on the battlefield instead of the ice arena."

Major Robertson brought greetings from Major-Gen. Foster who was unable to attend the meeting. "Major-Gen. Foster declares you can rely on any assistance in every difficulty which arises", he promised the American military leaders. He said the spirit of the adventurers of the past inspired the building of the Alaska highway, "just as the spirit of those doing the job today will be an incentive and inspiration to future generation."

Premier Manning, extending the welcome of the Government and people of Alberta to Gov. Gruening and the American dignitaries, asserted "this area is destined to become the cross-roads of the world. The eyes of the world are focused here, and in two short years the development of the North country has changed the entire outlook of this part of the country."

"What has gone on here in two years, in normal times could not have been accomplished in half a century," the Premier asserted.

The "American Invasion" of Edmonton

Undoubtedly the building of the road to Alaska has written a new chapter in the history of Edmonton, and most of us will agree with the Hon. James A. MacKinnon, Canadian Minister of Commerce, when he says: "The new road known as the Alaska Highway opens tremendous possibilities of usefulness, not only in wartime, but in peacetime as well. This project undoubtedly will stimulate to a very great extent the development of adjacent natural resources in the spheres of mining, lumbering, fishing and oil production."

Edmonton, as "the Gateway to the North", is already feeling the first effects of this stimulation. The city's population now estimated at 131,250, is being swelled daily by the great number of Americans who enter its portals. American contractors and business concerns have taken over many of Edmonton's largest buildings, and many new buildings are being constructed.

To give his readers a vivid word picture of Edmonton today, the author feels that he cannot do better than quote the words of Raymond Arthur Davies, in a recent issue of the Toronto "Star Weekly." Mr. Davies writes:

"Go down crowded Jasper Avenue. Along the street a constant stream of traffic pours, workers fill the street cars, jeeps, army trucks of every kind rush about. Above all

Jasper Avenue reflects the Americans who have taken the city by friendly storm. There is no mistaking them. Their gait is quick, their physiognomies determined.

"The Americans have prepared themselves well for the weather. They sport heavy leather jackets, zippered in a dozen directions to keep out the cold, they wear parkas and shirts and lumber jackets of every hue, color and variety, they are comfortable in heavy sheep-lined boots and overshoes. Generally they tote zippered pack sacks, sleeping bags and parachute sacks. The Macdonald Hotel and other hosteleries are their parade grounds. As they come in, the onlookers try to guess whether their last stopover was made in Fairbanks or Nome or Fort Norman, or perhaps even across the Arctic Sea."

Edmonton's Boom

"Sometimes there are so many requests for hotel accommodation that single cots are placed in banquet and meeting halls for sleeping purposes. Even the members of the Alberta Legislature find difficulty in arranging accommodation.

"Office space is at a premium. Every available square foot left untouched by our military services has been taken by Americans who direct the vast enterprises of the North—road building, the shipment of goods to Alaska, the supply of fuel for the many thousand trucks, automobiles, jeeps, and planes, the feeding of tens of thousands of American soldiers and civilians engaged in the vital process of rendering America invincible.

"Two great American contracting firms, one of which holds a \$500,000,000 construction contract, and the other, which is preparing to build 267 bridges along the new highways of the North, make Edmonton their centre of activities.

"One firm, Bechtel, Price & Callahan, has taken for its offices every odd bit of available space in the city. The showrooms of the Dominion and Edmonton Motors, the curling rink and the basement of the First Baptist Church are now either offices or draughting rooms.

"Altogether 59 office buildings and floors have been taken by the Americans whose rental payments have helped Edmonton collect the highest amount of taxes in its history. The Americans have recently rented 35 acres of land for the construction of a storage depot and are building three 600-foot warehouses in which 650 men arriving from the United States will work. Prefabricated homes and even recreation centres are being brought to take care of the needs of these newcomers.

"The Metcalfe, Hamilton and Kansas City Bridge Co. contracting firm has rented the Empire Theatre and is now installing floors and offices. But business is not allowed to wait upon the completion of the work. Amidst the din of hammers and saws, office workers labor into the wee sma' hours.

"The Northwest Airlines, which operates under a contract with the United States Army, has rented the former residence of the Lieutenant-Governor, where 300 men of the ground crew are housed. In addition, prefabricated houses are being knocked together elsewhere.

"The Jesuit College now serves as residence and offices, and scores of olive-drab painted cottages are mushrooming around it. On Jasper Avenue two office buildings of wood, lined outside with California redwood, are being completed with room for perhaps 1,000 office workers.

Forty Years Ago—The C.P.R. have provided a bulletin board for use at their telegraphic office in posting the number of hours the Calgary and Edmonton train is late. The precaution is taken to make the board spacious. (Edmonton Bulletin.)

Development of the Northland

And what of the great Northland to which Edmonton is the gateway? Undoubtedly it is on the eve of great development. Costing more than \$1,000,000, and forming a vital link on the Alaska Highway, a modern steel and cable suspension bridge is being rushed to completion over the Peace River near Fort St. John. The two main towers, now being erected, will have a height of 190 feet, and the deck, which will have sufficient load capacity to bear a solid line of loaded trucks, will be 100 feet above the water level. Between 300 and 400 men are working on the project night and day, and the builders, operating under the direction of John Bright, of the U.S. Public Roads Administration, expect to complete the structure by the end of July.

Writing on northern development in the Toronto "Star Weekly," Raymond Arthur Davies says:

"The Alaska Highway blazed the way. But its 1,671 miles are only the first portion of the vast network of roads now being built or projected for immediate construction. When the main highways are finished by 1945 their total length north and west of the railheads will exceed 6,000 miles. They will include a highway from Peace River to the Mackenzie, a 300-mile road from Grimshaw to the Great Slave Lake, a highway from Fort Smith to Providence, a road to connect southern and northern British Columbia and the Yukon and many others.

In addition to the highways, there has long been talk of an Alaska-Canada railway and of the expansion of the Northern Alberta Railways and the C.P.R. and C.N.R. farther into the north.

"River transportation, too, is being expanded. The number of steamers and barges on the Mackenzie will be doubled during the coming summer, with the Americans alone placing into operation 14 power boats and 30 barges.

Riches of the North

Transportation will facilitate the development of mining, oil production and farming. Even today, when roads, except for the Alaska Highway, are rudimentary and mostly passable only in the winter, feverish activity is going on to build the great pipeline from Fort Norman to Skagway. This pipeline will need hundreds of workers for maintenance. It will involve the eventual construction of refineries and it has already led to an unexampled expansion of oil well drilling in the proven areas near Fort Norman. Where at one time only three wells supplied what fuel was needed in the north, today more than a score of wells have been drilled.

"Oil exploration and the drilling of wells is proceeding both north and south of Fort Norman and excellent results are expected. Oil seepages occur almost to the Arctic Ocean and southwest to Hay River. With the approach of summer preparation for wildcat drilling of wells in about 40 different areas of the far north is proceeding and the program is believed to be the biggest in Canada's history."

Much nearer to Edmonton lies the world's greatest oil-bearing area—the Athabasca oil sands. Regarding these, the "Edmonton Journal", which has always sought the promotion of northern development, recently carried the following editorial:

"Some of the steps announced at Ottawa during the past few days give new hope that Alberta's oil resources are at last to be developed on a scale and with a speed more in keeping with the urgent need of larger production. Overshadowing all the other moves in importance, for those who are aware of the vast potentialities of the oil sand area along the Athabasca river, is the appropriation of \$500,000 to be spent in improving the plant that has been in operation there.

"Governmental and other estimates of the contents of these deposits have ranged from 100,000,000 to 250,000,000 barrels. That several times as much oil is to be found in these as in all the other proved reserves in the world is the claim made by Max W. Ball, to whom what has been achieved already in bringing about their utilization is so largely due, and no disposition to dispute his assertion has been shown by anyone who speaks with authority on the subject. The operations he has conducted have led him to express the opinion that 'it is hard to imagine any other source from which could be obtained such a constant supply for so long a period at so low a cost.'

"But on Wednesday Mr. Howe revealed that arrangements had been concluded 'to take title to the Athabasca operation without compensation to the company' and to spend \$500,000 on improvements in the plant. After it has been used for experiments, he explained, it could either be bought by the government or handed back. The hope was expressed that 'as a by-product of the research conducted this summer' bituminous material for the Alaska Highway would be available.

"Thus at last a beginning has been made by the government in interesting itself actively in the realization of the possibilities the oil sands offer. One United States official, now in Edmonton, regards the expenditure authorized as only a stepping-stone. He declares that American financial interests are keenly aware of the importance of the sands and have been waiting for the proper time to invest their capital."

Other Minerals

But while the location of oil wells and the production of oil claim chief attention today, work in connection with other minerals is by no means being neglected. The Eldorado mine at Great Bear Lake, Mr. Davies informs us in the article referred to above, is engaged in the production of pitchblende which is a source of uranium oxide and radium. By-products include silver, bismuth, copper and cobalt.

Spurred on by the need of tungsten, an essential component of high grade steel, prospectors have been busy in the vicinity of Gordon Lake, which lies a short distance north-east of Yellowknife. In many places north of the railheads, copper, lead and zinc have been discovered. Three deposits of tin in commercial quantities have been reported. While gold prospecting and production in existing mines have slackened due to war conditions, these will doubtless be resumed when conditions return to normal.

The great handicap in the past, of course, has been the lack of transportation facilities, but with the development of railways, highways, and airways, that handicap can be speedily overcome. What has been done up to the present is largely due to the fact that Edmonton, like a number of other Canadian cities, became consciously air-minded after the last War.

Edmonton's Aerial Development

For three centuries, immigration and civilization in North America have been moving westward, toward the setting sun. During the next century this movement will have veered its course northward, toward "the midnight sun." Already, the lure of the "Great West" has yielded to the lure of the "Great North," and transportation falters in its eager endeavor to carry men and supplies to those high latitudes. How great a part aerial development will play in the picture remains to be seen; yet even now it may be dimly guessed at by those who have eyes to see and ears to hear.

Edmonton's municipal airfield, comprising some 300 acres, had its beginning in 1919. It became Canada's first full-fledged airport in 1925. Canadian Pacific Air Lines, co-operating with the T.C.A., are giving a north and south service, and dozens of their planes are ranging Canada's Northland.

The City's proud position as one of Canada's leading air centres is due in no small measure to the daring operations of Yukon Southern Air Transport, now an integral part of C.P.A. This inverted y-shaped route, operating northward from Vancouver and Edmonton, has developed into the mainline route over which an untold number of American and Canadian fighting aircraft have winged their way northward.

Edmonton's Pioneer Airmen

Nor can too much credit be given to those pioneer airmen from Edmonton who blazed the way for their successors. Among these, to name but a few, were Clennell H. (Punch) Dickens, O.B.E., D.F.C., now Vice-President and General Manager of Canadian Pacific Air Lines; Captain W. R. (Wop) May, O.B.E., D.F.C., now Western Supervisor of Canadian Pacific Air Observer Schools; Grant McConachie, who organized United Air Transport (Yukon Southern), now General Manager of C.P. Air Lines, Western Lines; Wing Commander C. M. G. (Con) Farrell, D.F.C., now serving with the R.C.A.F.; Charles C. Becker, now Assistant General Manager of C.P. Air Lines, Western Lines; Walter Gilbert, now Superintendent of Mackenzie River District, C.P. Air Lines; Ted Field, now Vancouver Superintendent, C.P. Air Lines; Air Commodore H. Hollick-Kenyon, now Supervisor of Operations and Pilot Training, C.P. Air Lines; Wing Commander Stanley R. McMillan, now serving with the R.C.A.F.; W. Leigh Brintnell, President of Aircraft Repair, Ltd., Edmonton; A. M. (Matt) Berry, Chief Assistant to the Supervisor of Marine Operations in the North, and Captain Maurice Burbidge, former instructor at the Edmonton Airport, now instructor in the R.C.A.F.

Building of a Modern Airway

In an exceedingly interesting article, "Northwest Passage by Air," published in a recent number of the "Canadian Geographical Journal," Mr. J. A. Wilson describes the genesis of the present main air supply line running north from Edmonton by way of Fort Nelson and Whitehorse to Fairbanks, Alaska. This, it may be noted, is practically the same route that was followed by the engineers of the Alaska Highway.

"Since 1919 the Civil Aviation Branch in Ottawa had been watching the development of flying in the Far North, and a decision was made to construct a modern airway as soon as funds could be obtained to build the necessary aerodromes and install the radio ranges. An appropriation for preliminary work was asked for in 1938, and in the spring of 1939 an airway survey was finally authorized. . . The survey parties were in the field when Canada entered the war in September, 1939. On December 18th, 1940, funds were released for the project, but final authority to 'shoot' was not forthcoming till February 8th, 1941.

"The opening of the airway to through traffic in September, 1941, was undoubtedly of great assistance to the United States Forces engaged in the construction of the (Alaska) highway. By the use of air transport, the survey parties were moved rapidly and easily to the remotest parts of the route, and location was greatly simplified and accelerated.

"The isolation of Northwestern Canada has now gone forever. The highway will open up the whole district and give ready access to all parts of northern British Columbia, the Yukon and Alaska. The advent of the airway may be much more far-reaching in its effects. It gives fast transportation to all Northwest Canada and Alaska, but it is also the shortest route to the Orient over which will pass, when peace returns, the express traffic of two continents. The Northwest Passage, dreamt of by men of vision for four centuries, will then be at last a reality."

Edmonton, the Gateway to the Orient

The shortest route to the Orient! A startling phrase, but literally true, for many of the shortest routes between the Eastern and Western Hemispheres are those which pass over the world's roof. The Great Circle principle has upset our childish conceptions of a flat world, and we must study our geography anew.

Take a glance at one of the new North Polar maps and note what you will find there. You will find that the shortest way to reach India or Australia is to fly northward; that Chicago is 4,000 miles nearer to Shanghai by the northern route than by the southern route; that Edmonton is only 36 hours' flying time from Tokio, the heart of Japan.

In a brief article adapted from George T. Renner's "Human Geography in the Air Age," the "Reader's Digest" says: "Wendell Willkie returned from China by way of Nome, Alaska, and Edmonton, Alberta. This is incomprehensible if you trace it on the map of the world which we have always used. The polar map makes it clear that his plane flew almost a beeline.

"Many a seaport will diminish in importance as airplanes replace ships. Towns at the junctions of the air routes will boom. Already new air centres are beginning to emerge: Wichita, **Edmonton**, Miami, Minneapolis."

What does this new conception of geography mean to us? Incredible though it may seem, it means simply this—that Edmonton, the once remote trading post nestling in the bosom of the Great Lone Land—Edmonton, the little village that came to birth in the early seventies and grew into the straggling little town that was incorporated in 1892—Edmonton, the proud young City that became the Capital of a rich new province in 1906—that Edmonton, so often called the "Gateway to the North," has been crowned with a title of even greater significance—the "City of the Crossroads of the World."

Civic Data

Edmonton is one of the most outstanding examples of municipal ownership on the American Continent. The City owns its light and power plant, waterworks, street railway, telephone system, airport, swimming pools and golf links. Its public parks cover an area of more than 1,000 acres. Rich lignite and bituminous coals underlie the city and district, providing cheap fuel for industrial and domestic purposes. Furthermore, Edmonton is situated on the edge of one of the greatest known natural gas fields in America. With fuel and power in abundance, and timber and other raw materials plentiful, the manufacturing and industrial future of the City is assured.

Undoubtedly one of Edmonton's greatest assets is the extremely fertile farming district surrounding the City. For more than a hundred miles from the Capital in all directions nature has placed a rich black loam soil, unsurpassed anywhere for agricultural purposes. The finest of grains are grown close to the City, and the beautiful parklands and lakes make the Edmonton district an ideal place for the carrying on of mixed farming. The importance of the livestock industry has already been recognized by the erection here of three of the largest packing plants in Western Canada.

Edmonton's Attractions

As an objective for the tourist and a venue for convention gatherings, Edmonton's attractions are unequalled. It abounds in well-appointed hotels and halls suitable for meetings, all replete with every modern comfort and convenience, well-lighted and paved streets, transportation in the shape of up-to-date motor taxi service and an electric street railway to all parts of the city. For those who seek amusement there are theatres and every kind of outdoor recreation provided in the civic parks and playgrounds, while the greatest enjoyment can be derived by motor excursions to nearby lake resorts or the national parks and game reserves. For the tourist there is available a splendidly furnished auto camp, controlled by the city. Edmonton's stores and their proprietors seek in every way, by moderate prices and a high standard of service, to accommodate the visitor, and throughout the whole city will be found the western spirit of hospitality, so warmly welcomed and appreciated by the stranger. All the well-known service clubs have branches with large memberships at Edmonton.

One word in regard to civic administration. The Edmonton City Charter states that the Council "shall consist of the Mayor and of such even number of Aldermen not less than ten, nor more than twenty, as the Council by By-law shall determine."

The Mayor is elected for one year, the Aldermen for two, five retiring each year. The present number of Aldermen is ten.

Forty Years Ago—The waterwork's pump was started on Saturday, and water pumped from the river into the sedimentation basin. (Edmonton Bulletin.)

Mayors of Edmonton

Town

1892-1894—Matthew McCauley
 1895-1896—H. C. Wilson
 1897—John A. McDougall
 1898-1899—W. S. Edmiston
 1900-1901—K. W. MacKenzie
 1902-1904—William Short

City

(Prior to amalgamation with Strathcona)

1905—K. W. MacKenzie
 1906—Charles May
 1907—W. A. Griesbach
 1908—John A. McDougall
 1909-1910—Robert Lee
 1911—G. S. Armstrong
 (Since Amalgamation)
 1912—G. S. Armstrong
 1913—William Short
 1914—W. J. McNamara
 1914-1917—W. T. Henry
 1918—H. M. E. Evans
 1919-1920—J. A. Clarke
 1921-1923—D. M. Duggan
 1924-1926—K. A. Blatchford
 1927-1929—A. U. G. Bury
 1930-1931—J. M. Douglas
 1932-1934—D. K. Knott
 1935-1937—J. A. Clarke
 1938-1943—J. W. Fry

MAYORS OF STRATHCONA

Prior to Amalgamation

1899—Thos. Bennett
 1900—Thos. Bennet
 1901—Robt. Ritchie
 1902—J. J. Duggan
 1903—J. J. Duggan
 1904—J. J. McKenzie
 1905—A. Davies
 1906—W. H. Sheppard
 1907—N. D. Mills
 1908—N. D. Mills
 1908—J. J. Duggan
 1909—J. J. Duggan
 1910—J. J. Duggan
 1911—A. Davies

Historical Data

1795—Fort Edmonton founded as a trading post by the Hudson's Bay Company.
 1871—Village of Edmonton incorporated.
 1874—R.N.W.M.P. under Supt. Jarvis and Sgt.-Major Sam Steele wintered at Fort Edmonton.
 1876—First stopping house (hotel) built by Donald Ross.
 1880—"Edmonton Bulletin" founded by Hon. Frank Oliver.
 1885—North West Rebellion broke out.
 1891—The Canadian Pacific Railway reached Strathcona.
 1892—Incorporation of Edmonton as a Town.
 1898—The Klondike Gold Rush.
 1899—The South Side community incorporated as the Town of Strathcona.
 1904—Edmonton incorporated as a City.
 1906—Edmonton made the Provincial Capital.
 1906—The University of Alberta established.
 1907—Strathcona incorporated as a City.
 1909—Grand Trunk Pacific Railway reached Edmonton.
 1912—The High Level Bridge built.
 1912—Amalgamation of Edmonton and Strathcona.

- 1914—Many men recruited for service in the First Great War.
- 1915—The Canadian Northern main line built through Edmonton.
- 1915—Edmonton, Dunvegan and British Columbia Railway built connecting Edmonton with the Peace River District.
- 1916—The Alberta and Great Waterways Railway built connecting Edmonton by rail with the Mackenzie River Valley.
- 1919—The Prince of Wales (Duke of Windsor) visited Edmonton.
- 1929—E.D. and B.C. and G.W. Railways taken over by the C.P.R. and C.N.R. under the name of Northern Alberta Railways.
- 1931—Provincial Government Administration Building opened.
- 1939—King George VI and Queen Elizabeth visit Edmonton. Many men and women flock to the colors for service in the Second World War.

L'Envoi

Our task is done. The story of Edmonton's Past has been told, and the Present briefly surveyed. Certain matters may have been given a prominence that some may think undue; other subjects may have been ignored or given only passing notice. For any such sins of omission or commission the author craves the reader's indulgence. His only aim has been to be both fair and accurate.

That the task has been worthy of attempting is amply confirmed by the following extract from an address once given here by a prominent citizen of another city, that of the late Col. J. H. Woods, editor of the "Calgary Herald." Speaking before a convention of the Imperial Daughters of the Empire, Col. Woods paid this generous tribute to Edmonton as a historical centre—

"We are too apt in these days of material affairs to forget to recognize the historical associations of our country, and to neglect to teach the traditions of our country to those who will grow up and follow us. Edmonton, beyond any other city in the West, represents this historic ground, standing as it does on the fringe of tradition of days gone by, thus making it worthy to be the capital seat of the province.

"No river is more mysterious than the Saskatchewan; no land is more beautiful than the country surrounding the capital city, which is a heritage eagerly sought and competed for. We are apt to deplore the fact that our children, living in a new country, have no traditions to which they can look back. But this country is actually full of a noble and magnificent history, and Edmonton is the centre of this. Even before Canada came to Britain, when Toronto was unknown, Winnipeg unheard of, and the future greatness of the Dominion undreamed of, this western country was known to strong men. Stories of past greatness have often seemed not worthy of comment, but surrounding Edmonton is a story of fortitude second to none."

"It was a bright October day (1876) when we 'loosed out' our oxen on the brow of the plateau overlooking the river and valley at Edmonton. I was so impressed by the quiet beauty of the scene—with its air of prestige and permanence; its assurance of present desirable conditions, with ample opportunity for the future—that at the moment Edmonton became home to me."—From an address by the late Hon. Frank Oliver.

